



Mayor Christopher B. Coleman

PLANNING FOR THE CENTRAL CORRIDOR IN THE CITY OF SAINT PAUL 2006 - 2010

Planning for light rail transit in the Central Corridor has been a collaborative effort between the Metropolitan Council, the cities of Saint Paul and Minneapolis, the Minnesota Department of Transportation, the Ramsey and Hennepin County Regional Rail Authorities, and the University of Minnesota. Over the past four years the planning process has involved numerous stakeholders, including residents, business owners, property owners, institutional representatives, and many others who have contributed to the process.

PROJECT MILESTONES:

Central Corridor Development Strategy (CCDS)

- Nine-month process to create and adopt the Central Corridor Development Strategy, which is a vision and set of strategies for how University Avenue, the Capitol area, and Downtown should grow and change over the next 25-30 years in response to the planned investment in light rail transit (LRT).
- Process involved numerous meetings of the University Avenue and Capitol/Downtown task forces, public presentations, open house events, and input from hundreds of community members and business owners.
- The CCDS was approved by the Planning Commission and adopted by the City Council as part of the City's Comprehensive Plan in October of 2007.

Station Area Planning: Westgate, Raymond, Fairview, Snelling, Hamline, Lexington, Victoria, Dale, Western, Rice and Downtown

- Station Area Planning Steering Committees were appointed by the Planning Commission to oversee development of plans for the areas around the stations along University Avenue. Plans for the original seven planned University Avenue station areas were adopted by the Mayor and City Council in October, 2008 as addenda to the *Central Corridor Development Strategy*. In January, 2010 funding became available to construct three additional stations at Hamline, Victoria and Western; planning for those stations is currently underway and expected to be completed late 2010. A plan was also completed for the downtown stations of 4th & Cedar and Union Depot in 2009.
- The plans address the areas approximately 1/4 mile around each station. Plans address issues of building scale; public realm and open space; public art; and bicycle, pedestrian, transit, and automobile movement.
- During the course of the process public roundtable events, workshops, and community open houses were held to produce the content of the station area plans.

Implementation Planning

- Work on parking concerns led to the Mitigating the Loss of Parking in the Central Corridor report in 2009 and a \$1.5 million program to improve off-street parking in 2010.
- The Bike Walk Central Corridor Action Plan, a plan designed to enhance biking and walking to and within the Central Corridor, was adopted in May 2010.
- Activities in 2010 will include the adoption of changes to the zoning code to facilitate plan implementation, including the creation of a new zoning category called Traditional Neighborhood 4. Individual property rezonings along the Central Corridor, within the Area of Change will take place in spring 2011.

PROJECT PARTNERS AND RESPONSIBILITIES:

Metropolitan Council (www.centralcorridor.org)

- Lead agency responsible for design, construction, and operation of the line.
- In charge of line-wide decisions including station location and configuration, alignment, determining ridership and cost effectiveness, preliminary engineering, final design, construction, public involvement and business mitigation measures.
- Currently in the Final Design phase. Utility relocation has begun in downtown Saint Paul and construction is scheduled to start

City of Saint Paul (www.stpaul.gov/centralcorridor)

- Responsible for the land use planning and development component including zoning code regulations; public realm improvements; improvements to pedestrian, bicycle and vehicular movement; and programs to assist residential and business development.